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PART IV-C

**Statutory Rules and Orders (Other than those published in Parts I, I-A and I-L)
made by Statutory Authorities other than the Government of Gujarat
including those made by the Government of India, the High Courts, the
Director of Municipalities, the Commissioner of Police, the Director of
Prohibition and Excise, the District Magistrates and the Election
Commission, Election Tribunals, Returning Officers and other
authorities under the Election Commission.**

DEENDAYAL PORT AUTHORITY

NOTIFICATION

Gandhidham, Kutch, 23rd March, 2023

No. CH/DPA/03/2023 : In exercise of the powers conferred by Sub Section (1) of Section 27 of the Major Port Authorities Act, 2021 and as per Clause 4.7 of Tariff Policy for Major Port Authorities 2021, the Board of Deendayal Port Authority, hereby notifies, the Revised upfront Tariff for Stevedoring and Shore Handling Operations under different handling methods for both Dry Bulk and Break Bulk cargo with break-up of Foreign and Coastal rates mentioned in the Schedule and hereby publishes for general information.

The above Scale of Rate shall come into force after expiry of 30 days from the date of notification in the official Gazette and shall remain valid for 3 years from the effective date of implementation.

SCHEDULE
DEENDAYAL PORT AUTHORITY
UPFRONT TARRIF FOR STEVEDORING AND SHORE HANDLING SERVICES
Definitions and General Terms & Conditions

(I) Definitions:

- (i) "Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Directorate General of Shipping/ Competent Authority.
- (ii) "Foreign-going vessel" shall mean any vessel other than Coastal vessel.
- (iii) 'Stevedoring' includes loading - unloading and stowage of cargo in any form on board the vessels in Port.
- (iv) 'Shore handling' includes arranging and receiving the cargo to/from the hook point, inter modal transport from wharf to stack yard and vice-versa and also receiving and delivering of cargo from/to wagons/trucks.
- (v) 'Stevedore' is an authorized agent for loading - unloading and anchorage of cargo in any form on board the vessels in ports and to whom the licence has been given under regulations.
- (vi) 'Shore handling agent' is an authorized agent for arranging the receiving the cargo to/from the hook point, intermodal transport from wharf to stock yard and vice-versa and also receiving and delivering of cargo from/to wagons/trucks.

(II) General Conditions:

- (i) The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for classifying into 'coastal' or 'foreign-going' category for the purpose of levying vessel related charges; and the nature of cargo or its origin will not be any relevance for this purpose.
- (ii) System of classification of vessel for levy of Vessel Related Charges (VRC)
 - (a). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
 - (b). A foreign going vessel of foreign flag can convert to coastal run on the basis of a License for Specified Period or Voyage issued by the Director General of Shipping and Custom Conversion order.
- (iii) Criteria for levy of vessel related charges (VRC) at Concessional Coastal rate and foreign rate
 - (a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (b). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
 - (c). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (iv) Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate
 - (a) Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:
 - (i) Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
 - (ii) Not Converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

*The Central Board of Excise & Customs - Circular No 15/2002-Cus dated 25th February 2002 allows carriage of coastal cargo from one Indian Port to another Indian Port in India, in Indian flag foreign going vessels without any Custom Conversion.

- (b) In case of Foreign flag vessels converted to coastal run on the basis of a License for Specified Period or Voyage issued by the Director General of Shipping and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.
- (v) This tariff is not applicable for BOT/BOOT operators or any other arrangement for private sector participation who are governed by the Tariff Guidelines of 2005, 2008 and 2013.
- (vi) This tariff is applicable uniformly to the entire port where the stevedoring and shore handling operations are carried out by private agencies or firms.
- (vii) (a) The tariff notified is ceiling level.
 - (b) The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebate and discounts are floor levels. The authorized agent may, if he so desires, charge lower rates and /or allow higher rebates and discounts.
 - (c) The authorized agent may also, if he so desires, rationalize the prescribed conditionality's governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
 - (d) The authorized agent should, however, notify the public such lower rates and/or rationalization of the conditionality's governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionality's governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the DPA.
- (viii) The authorized agent shall charge only for services provided by him. No notional booking of Labour and other similar notional charges would be permitted.
- (ix) If any new cargo is to be handled which is not notified/ not included in the list, then the Port may categorize that cargo under any one of the cargo category based on the nature, physical characteristics and the method of handling that cargo.
- (x) Services for other miscellaneous activities and also the handling charges for specific cargoes when Port takes custody of cargo shall continue to be levied by Port as per notified SOR.
- (xi) Tariff caps are indexed to inflation but only to an extent of 60% of the variation in the Wholesale Price Index (WPI) occurring between 1st January and 31st December of the relevant year. Such automatic adjustment of the tariff cap will be made every year and the adjusted tariff cap will come into effect from 1st April of the relevant year till 31st March of the following year.
- (xii) (a) From the date of Commercial Operation (CoD) till 31st March of the same financial year, the tariff would be limited to the indexed upfront tariff relevant to that year, which would be the ceiling. The aforesaid tariff shall be automatically revised every year based on an indexation as provided in para 2.10 of the normative tariff guidelines, 2016 which will be applicable for the entire license period.
 - (b) The operator, however, is entitled to 100% WPI indexation instead of 60% WPI indexation, from the second year of operation on achievement of performance standards as prescribed in the Berthing Policy vide letter No. PD-11033/73/2013-PT(pt) dated 16 June 2016 for dry bulk cargo as stipulated in clause 7.1 of the guidelines issued by the Ministry of Shipping for fixation of upfront tariff for stevedoring and shore handling operations. For break bulk cargo, the Performance Standards as notified along with the Scale of Rates will be applicable.
 - (c) For this purpose, the Operator shall approach the Major Port Authority within 30 days of completion of financial year of operation along with details of cargo wise average Performance standard achieved for each cargo for both stevedoring and shore handling operations.
 - (d) The Major Port Authority shall ascertain the achievement of performance standards claimed to have been achieved by the operator by engaging Consultant if required in one month's time.

- (e) The operator can apply 100% indexation instead of 60% on written confirmation by the Major Port Authority to the operator that it has achieved the Performance Standards notified along with the upfront tariff.
- (f) In the event the Major Port Authority confirms that the operator has not achieved the Performance Standards as notified in previous 12 months, the operator will not be entitled for 100% WPI indexation. The operator will continue to levy the tariff with 60% indexation as prescribed at clause 2.10 of the normative tariff guidelines, 2016.
- (xiii) All the operators shall furnish to the Major Port Authority annual reports on cargo traffic, ship berth day output, per shift output within a month following the end of financial year in respect of stevedoring/shore handling operations licensed by the port, Any other information which may be required by the DPA shall also be furnished to them from time to time.
- (xiv) The performance norms prescribed for various commodities shall be the minimum that should be achieved by the operator. These performance norms shall be incorporated in the agreement in respect of the operator.
- (xv) The performance actually achieved by the operator shall be monitored by the Port on a quarterly basis. In the event of any shortfall in achieving the performance prescribed, the Port will initiate action on the operator as per the terms contained in the agreement entered into with the operator by the Port.
- (xvi) In the event any user has any grievance regarding non-achievement by the operator of the Performance Standards as circulated by DPA, he may prefer a representation to DPA, which thereafter, shall conduct an inquiry into the representation and give its finding. The Major Port Authority will be bound to take necessary action on the findings as per the provisions of the contract conditions of the Agreement.
- (xvii) In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.50 unit and fractions of 0.50 and above shall be treated as one unit, except where otherwise specified.
- (xviii) Users will not be required to pay charges for delays beyond reasonable level attributable to the terminal operator.
- (xix) As per coastal policy direction issued by the MOS and notified by this Authority vide Order No. TAMP/4/2004-Genl. Dated 07 January 2005 and 15 March 2005.
 - (a) The cargo/container related charges for all coastal cargo/containers, other than thermal coal, POL (including crude oil), iron ore and iron ore pellets, should not exceed 60% of the corresponding charges for normal cargo/container related charges.
 - (b) In case of cargo related charges, the concession rates should be levied on all the relevant handling charges for ship shore transfer and transfer from/to quay to/from storage yard including wharfage.
 - (c) In case of container related charges, the concession is applicable on composite box rate. Where itemised charges are levied, the concession will be on all the relevant charges for ship shore transfer and transfer from/to quay to/from storage yard as well as wharfage on cargo and containers.

(As and when there is a change in the policy direction is issued by the Government on coastal concession, the same will be communicated to the port.)

(III) Ceiling Tariff for Stevedoring (ST) and Shore Handling (SH) operations at DPA

- (a) **Dry Bulk Cargo (DB)**- Scale of Rate for Dry Bulk Commodities for Stevedoring Operations and Shore Handling Operations under different methods at **Annexure-X**.
- (b) **Break Bulk Cargo (BB)**- Scale of Rate for Dry Bulk Commodities for Stevedoring Operations and Shore Handling Operations under different methods at **Annexure-Y**.

*** Following abbreviations are used in SOR:****ST – DB – Stevedoring Operations – Dry Bulk**

- SH – M1 – Shore Handling – Dry Bulk - Method 1 – Cargo unloaded onto truck for direct delivery to consignee's premises.
- SH – M2 – Shore Handling – Dry Bulk - Method 2 – Cargo unloaded onto truck (without hopper) and moved to storage yard within the port premises.
- SH – M3 – Shore Handling – Dry Bulk - Method 3 – Cargo unloaded onto truck through hopper and moved to storage yard within the port premises for storage.
- SH – M4 – Shore Handling – Dry Bulk - Method 4 – Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises.
- SH – M5 – Shore Handling – Dry Bulk - Method 5 – Cargo unloaded onto wharf and loaded onto trucks and transported to storage yard.

ST – BB – Stevedoring Operations – Break Bulk

- SH – M1 – Shore Handling – Break Bulk - Method 1 – Cargo unloaded onto truck for direct delivery to consignee's premises or vice versa.
- SH – M2 – Shore Handling – Break Bulk - Method 2 – Cargo unloaded onto wharf and loaded onto trucks and going to consignee premises or vice versa.
- SH – M3 – Shore Handling – Break Bulk - Method 3 – Cargo unloaded onto truck and transported to storage yard within the port premises or vice versa.
- SH – M4 – Shore Handling – Break Bulk - Method 4 – Cargo unloaded onto wharf and loaded onto trucks and transported to storage yard within the port premises or vice versa.

**SCALE OF RATES FOR DRY BULK COMMODITIES FOR STEVEDORING OPERATIONS AND SHORE HANDLING OPERATIONS
UNDER DIFFERENT METHODS. All RATES ARE IN RS PER TONE**

ANNEXURE-X

Sr. No.	COMMODITY GROUP	STEVEDORING OPERATION (ST)				SHORE HANDLING OPERATION (SH)									
		(WITH WINCHMAN)		(WITHOUT WINCHMAN)		METHOD-1 (M1)		METHOD-2 (M2)		METHOD-3 (M3)		METHOD-4 (M4)		METHOD-5 (M5)	
		Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate
1	FINISHED FERTILIZER urea, dap, sop, npk, ammonium nitrate etc	65	39	58	35	13	8	58	35	65	39	13	8	72	43
2	Fertilizer raw material sulphur, rock phosphate	62	37	56	34	10	6	56	34	63	38	13	8	69	42
3	Food Grains & Oil Extractions	89	53	80	48	18	11	80	48	89	54	18	11	99	59
4	Non coking coal (thermal coal)	49	30	45	27	7	4	44	26	41	25	14	9	58	35
5	Coking Coal	69	42	63	38	10	6	61	37	66	40	20	12	81	49
6	Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	71	43	64	39	10	6	78	47	83	50	20	12	99	59
6A	Other than Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc Concentrate & Lead Concentrate.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Bentonite & Bauxite	96	58	87	52	14	8	85	51	81	49	28	17	113	68
8	Shredded Scrap, Pig Iron Ingots HB Iron, Aluminium Ingots and similar Dry Cargo	137	82	124	74	0	0	100	60	-	-	52	31	182	109
9	Heavy Melting Scrap & Boulder Stones	205	123	186	112	0	0	149	90	-	-	78	47	247	148

SCALE OF RATES FOR DRY BULK COMMODITIES FOR STEVEDORING OPERATIONS AND SHORE HANDLING OPERATIONS UNDER DIFFERENT METHODS. ALL RATES ARE IN RS PER TONE

ANNEXURE-X

Sr. No.	COMMODITY GROUP	STEVEDORING OPERATION (ST)				SHORE HANDLING OPERATION (SH)									
		(WITH WINCHMAN)		(WITHOUT WINCHMAN)		METHOD-1 (M1)		METHOD-2 (M2)		METHOD-3 (M3)		METHOD-4 (M4)		METHOD-5 (M5)	
		Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate
10	Gypsum, Other Ores & Minerals	72	43	65	39	11	7	65	39	73	44	15	9	83	50
11	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal and other similar cargo	59	35	53	32	9	6	76	45	82	49	18	11	92	55
12	Salt	56	34	56	34	9	5	55	33	59	36	18	11	74	45
13	Alumina, Pig Iron & similar Dry Bulk Cargo	---	---	---	---	---	---	---	---	---	---	---	---	---	---

SCALE OF RATES FOR BREAK BULK COMMODITIES FOR STEVEDORING OPERATIONS AND SHORE HANDLING OPERATIONS UNDER DIFFERENT METHODS. ALL RATES ARE IN RS PER TONE

ANNEXURE-Y

Sr. No.	COMMODITY GROUP	STEVEDORING OPERATION (ST)				SHORE HANDLING OPERATION (SH)							
		(WITH WINCHMAN)		(WITHOUT WINCHMAN)		METHOD-1 (M1)		METHOD-2 (M2)		METHOD-3 (M3)		METHOD-4 (M4)	
		Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate	Foreign Rate	Coastal Rate
1	Bagged Cargo	207	124	191	115	0	0	176	106	0	0	233	140
2	Jumbo Bags	239	143	218	131	61	37	61	37	73	44	133	80
3	Iron & Steel Hr Coils	139	84	130	78	-	-	50	30	185	111	185	111
4	Iron & Steel Coils					89	53						
5	Iron & Steel Cr Coils	248	149	231	139	-	-	89	53	304	183	304	183
6	Iron & Steel Plates & Slabs	291	175	270	162	95	57	115	69	334	201	0	0
7	Iron & Steel Pipes of <3 Mts	65	39	56	34	20	12	-	-	70	42	70	42
8	Iron & Steel Pipes of >3 Mts	313	188	284	170	64	38	-	-	405	243	405	243
9	Unspecified Iron & STEEL Like TUBES,,Beams & Wire Rod	410	246	381	228	64	38	80	48	270	162	270	162
10	Timber Logs-Soft	172	103	158	95	0	0	89	53	-	-	215	129
11	Timber Logs-Hard	274	164	249	150	0	0	160	96	-	-	397	238
12	Granites & Marble	232	139	214	128	48	29	-	-	177	106	225	135
13	Containers Empty	-	-	-	-	-	-	-	-	-	-	-	-
14	Containers Laden	-	-	-	-	-	-	-	-	-	-	-	-
15	Project Cargo	-	-	-	-	-	-	-	-	-	-	-	-
16	Motor Vehicles Other Than Ro-Ro	-	-	-	-	-	-	-	-	-	-	-	-
17	Machinery & Machinery parts	-	-	-	-	-	-	-	-	-	-	-	-

Performance Standard

The Performance Standards for dry bulk cargo will be as prescribed in the Berthing Policy vide letter No.TF/SH/Berthing Policy/Corresp/2019-II/680 dated 28/07/2022 for dry bulk cargo as stipulated in clause 7.1. of the guidelines issued by the Ministry of Shipping for fixation of upfront tariff for stevedoring and shore handling operations.

A. For Dry Bulk Cargo :

SR. NO.	COMMODITY GROUP	PER DAY	PER SHIFT
1	FINISHED FERTILIZER Urea, Dap, Sop, Npk, Ammonium Nitrate etc.	11571	3857
2	Fertilizer raw material sulphur, rock phosphate	12000	4000
3	Food Grains & Oil Extractions	8429	2810
4	Non coking coal (thermal coal)	22000	7333
5	Coking Coal	15667	5222
6	Iron Ore, Iron Ore pellets, Mill Scale, Copper Concentrate, Zinc concentrate & Lead, Concentrate (Other than iron ore)	15250	5083
6a	Iron Ore, Iron Ore pellets	15250	5083
7	Bentonite & Bauxite	11250	3750
8	Shredded Scrap, Pig Iron Ingots HB Iron, Aluminium ingots and similar Dry Cargo	6000	2000
9	Heavy Melting Scrap & Boulder Stones	4000	1333
10	Gypsum, Other Ores & Minerals	10333	3444
11	Limestone, Dolomite, Clay, Sand, Stone chips, Stone Crushed Metal & other similar cargo	12722	4241
12	Salt	17500	5833
13	Alumina, Pig Iron & Similar Dry Bulk Cargo	0	0

The Performance Standards for dry bulk cargo will be as prescribed in the Berthing Policy vide letter No.TF/SH/Berthing Policy/Corresp/2019-II/680 dated 28/07/2022 for dry bulk cargo as stipulated in clause 7.1. of the guidelines issued by the Ministry of Shipping for fixation of upfront tariff for stevedoring and shore handling operations.

B. For Break Bulk Cargo :

SR. NO.	COMMODITY GROUP	PER DAY	PER SHIFT
1	Bagged Cargo	3850	1283
2	Jumbo Bags	3000	1000
3	Iron & Steel HR Coils	8000	2667
4	Iron & Steel Coils	4500	1500
4(a)	Iron & Steel CR Coils	4500	1500
5	Iron & Steel Plates & Slabs	3500	1167
6	Iron & Steel Pipes of < 3 Mts	8000	2667
7	Iron & Steel Pipes of > 3 Mts	2500	833
8	Unspecified Iron & Steel like Tubes, Beams and Wire Rod	2500	833
9	Timber Logs-Soft	4500	1500
10	Timber Logs-Hard	5000	1667
11	Granites & Marble	3500	1167
12	Containers Empty		500 MOVES
13	Containers Laden		400 MOVES
14	Project Cargo		
15	Motor Vehicle other than RO-RO		
16	Machinery & Machinery Parts		

C. HARICHANDRAN,

Secretary,

Deendayal Port Authority.

